DARTMOOR BLADE / RUSH / SIMPLE
chainguide assembly manual

Required tools:

– 3mm, 4mm and 5mm Allen keys

To correctly assembly the chainguide, first you have to properly set the chain line. Chainguide was designed to assist your drivetrain, but performance will be hindered if for example, the bottom bracket is too long or too short, the crankset spindle is bent, etc. All Dartmoor chainguides use the ISCG (International Standard Chain Guide mount) bolt pattern. Depending on version it may be either the ISCG 03 (OLD) or ISCG 05. All the modern gravity aimed frames are fitted with one of this standard mounts. In case your frame is not equipped with such a mount, each guide is designed to use a flanged fixed cup type bottom bracket when using the supplied ISCG adapter plate. All the chainguides are built of aluminum spider and plastic sliders and pulleys (the Simple chainguide has only the pulley).

1. Remove both crank arms. Fit the chainguide assembly to the ISCG mounts using one of the 3 M6 screws, and 4mm Allen key. Do not tighten the screws yet, just make sure that there is a possibility of changing the angle of chainguide.

Photo 1
Blade / Rush chainguide mounted properly

2. Re-install your crankarm / chainring assembly on to the bottom bracket spindle. In case of Blade / Rush chainguide loosen the upper cage mounting bolts, using 4mm Allen key, to allow the chainring to fit easily.

3. Fit the chain onto chainring. In case of Rush chainguide you have to open the upper guide cage (photo 3). Use 3mm Allen key.

Photo 2
Simple chainguide
mounted properly

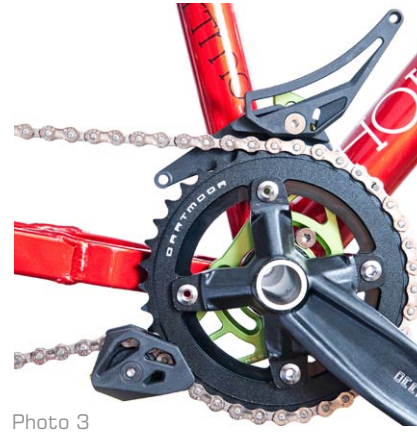

Photo 3

4. To make sure that your chainguide will work properly it is crucial to properly set its angle. The ISCG mount allows for a lot of angle adjustment. In case of chainguides with upper guide cage (Blade/Rush) the angle of the chainguide should be set so the hole in the cage is parallel to the chain line (see photos 4, 5).

Photo 4
Blade

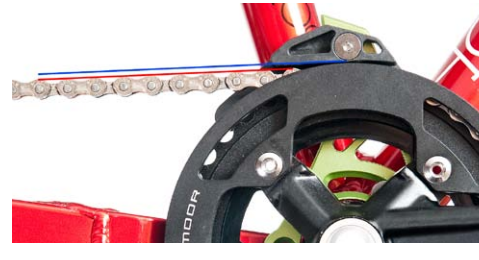

Photo 5
Rush

Simple chainguide can be set differently, depending on its purpose. In case of two chainrings in front it can be set precisely only to reduce the possibility of chain falling off the rockring (photo 6).

Photo 6

In case of singlespeed setting on the frame with vertical dropouts, the angle of chainguide should be set to reduce chain slack to minimum (photo 7).

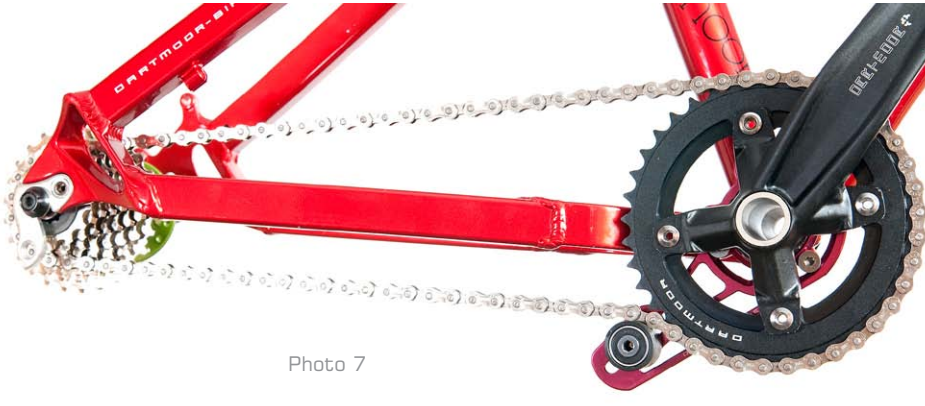

Photo 7

5. After setting the correct angle, you can screw the chainguide to the frame (photo 8).

Photo 8

6. After setting the aluminum spider of the chainguide, you have to screw the bolts of the upper cage. Remember not to over-tighten those. Maximum torque is 6 Nm. Cage should be as close to the chainring as possible, but preferably without chain contact. This allows for friction free action.

7. Now the chainguide is mounted properly. Unfortunately there are different cranksets and different bottom brackes so there can be a situation in which you will find the chainguide to be not perfectly mounted. To find out if everything is ok, check the chainline by looking at the chainguide upper cage (photo 9 and 10).

Photo 9

Photo 10

8. In this case (photo 11) the chainring is too far from the frame, so to set the chainguide properly you have to use provided spacers. The spacers should fit between the frame ISCG mount and the chainguide itself (photo 12).
In this case (photo 13) the chainring is too close to the frame. The solution is adding extra spacer on the right side of bottom bracket or changing the bottom bracket to a longer one.

Photo 11

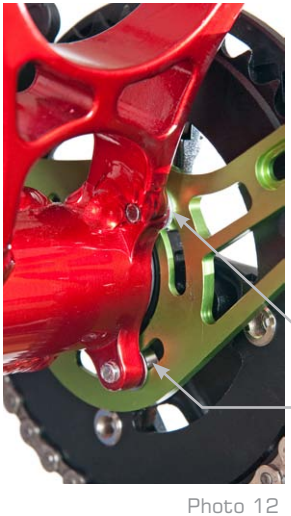

Photo 12

Photo 13